

EDDC AD 2.7 Runway surface condition assessment and reporting and snow plan

1	Type(s) of clearing equipment	7 self-steering airblast sweepers (6.10 m) 3 self-steering airblast sweepers (4.75 m) 3 snow blowers 1 sand spreader 1 sand spreader with snow plough 2 multi de-icer units 3 aircraft de-icing units 2 tractors with snow plough 1 de-icing vehicle
2	Clearance priorities	RWY and appropriate TWYs Apron Remaining parts of the movement area
3	Use of material for movement area surface treatment	NIL
4	Specially prepared winter runways	Not applicable
5	Remarks	Transmission of information by SNOWTAM. Assessment and reporting of the movement area conditions based on the Global Reporting Format (GRF). Unit of the airport operator providing information on the progress of the removal and the conditions of the movement area: Operations Control: TEL. +49 351 881 3220 Breaking action measured by Surface Friction Tester (SFT-H) De-/anti-icing fluid for aircraft used: ISO Type I (Brand name: Clariant Safewing MP I) ISO Type II (Brand name: Clariant Safewing MP II Flight) De-/anti-icing fluid/ substances for surfaces of movement areas used: RWY de-iced with KFOR/SAND TWYS and APRONS de-iced with KFOR/SAND Seasonal availability unrestricted.

EDDC AD 2.8 Aprons, taxiways and check locations data

1	Designation, surface and strength of aprons	APRON 1: CONC; PCN 60/R/B/W/T APRON 2: CONC; PCN 60/R/B/W/T APRON 285: CONC APRON 3: CONC; PCN 60/R/B/W/T APRON 5: CONC+ASPH; PCN 60/R/B/W/T																																																			
2	Designation, width, surface and strength of taxiways	TWY A, E: 30 m; CONC; PCN 86/R/A/W/T Aircraft (acc. ICAO, Annex 14, Code letter) F TWY B, D: 25 m; CONC; PCN 86/R/A/W/T Aircraft (acc. ICAO, Annex 14, Code letter) D TWY H: 25 m; CONC; PCN 60/R/A/W/T Aircraft (acc. ICAO, Annex 14, Code letter) E TWY C: 20 m; CONC; PCN 86/R/A/W/T Aircraft (acc. ICAO, Annex 14, Code letter) C																																																			
3	Altimeter checkpoint location and elevation	THR 04: 754 ft, THR 22: 700 ft, see Chart AD 2 EDDC 2-5																																																			
4	VOR checkpoints	NIL																																																			
5	INS checkpoints	<table border="1"> <thead> <tr> <th>Position</th> <th colspan="2">Coordinates</th> </tr> </thead> <tbody> <tr><td>01</td><td>N 51 07 29.31</td><td>E 013 45 38.44</td></tr> <tr><td>01-A</td><td>N 51 07 28.69</td><td>E 013 45 37.57</td></tr> <tr><td>02-N</td><td>N 51 07 27.85</td><td>E 013 45 36.38</td></tr> <tr><td>02-S</td><td>N 51 07 27.12</td><td>E 013 45 37.72</td></tr> <tr><td>03-N</td><td>N 51 07 28.84</td><td>E 013 45 37.75</td></tr> <tr><td>03-S</td><td>N 51 07 28.11</td><td>E 013 45 39.09</td></tr> <tr><td>04-N</td><td>N 51 07 29.83</td><td>E 013 45 39.11</td></tr> <tr><td>04-S</td><td>N 51 07 29.10</td><td>E 013 45 40.45</td></tr> <tr><td>07</td><td>N 51 07 30.83</td><td>E 013 45 46.43</td></tr> <tr><td>07-N</td><td>N 51 07 31.54</td><td>E 013 45 45.13</td></tr> <tr><td>08</td><td>N 51 07 32.17</td><td>E 013 45 47.86</td></tr> <tr><td>09</td><td>N 51 07 33.20</td><td>E 013 45 49.16</td></tr> <tr><td>10</td><td>N 51 07 34.28</td><td>E 013 45 51.06</td></tr> <tr><td>18A-O</td><td>N 51 07 42.31</td><td>E 013 45 57.77</td></tr> <tr><td>18A-W</td><td>N 51 07 42.23</td><td>E 013 45 56.04</td></tr> <tr><td>18-N</td><td>N 51 07 42.12</td><td>E 013 45 55.79</td></tr> </tbody> </table>	Position	Coordinates		01	N 51 07 29.31	E 013 45 38.44	01-A	N 51 07 28.69	E 013 45 37.57	02-N	N 51 07 27.85	E 013 45 36.38	02-S	N 51 07 27.12	E 013 45 37.72	03-N	N 51 07 28.84	E 013 45 37.75	03-S	N 51 07 28.11	E 013 45 39.09	04-N	N 51 07 29.83	E 013 45 39.11	04-S	N 51 07 29.10	E 013 45 40.45	07	N 51 07 30.83	E 013 45 46.43	07-N	N 51 07 31.54	E 013 45 45.13	08	N 51 07 32.17	E 013 45 47.86	09	N 51 07 33.20	E 013 45 49.16	10	N 51 07 34.28	E 013 45 51.06	18A-O	N 51 07 42.31	E 013 45 57.77	18A-W	N 51 07 42.23	E 013 45 56.04	18-N	N 51 07 42.12	E 013 45 55.79
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